



VANCOUVER AIRPORT AUTHORITY

MINUTES OF REGULAR MEETING

Aeronautical Noise Management Committee (ANMC)

Thursday 3 December 2020 - 1:00PM
Online – Via Microsoft Teams

In Attendance:

Chair:	Marion Town	Director, Environment – YVRAA
Secretariat:	Rachel Min-Brown	Environmental Analyst – YVRAA
Participants:	Arvind Sharma	Citizen Representative – City of Richmond
	John Hopkins	Staff Representative – City of Richmond
	Peter Whitelaw	Staff Representative – City of Richmond
	Meg Brown	Citizen Representative – City of Vancouver
	Alena Straka	Staff Representative – City of Vancouver
	Ron Sorensen	Citizen Representative – City of Surrey
	Hugh Campbell	Staff Representative – City of Surrey
	Paula Kolisnek	Staff Representative – City of Delta
	Terry Hiebert	Float Plane Operators Association
	Don McLeay	National Airlines Council of Canada
	Blair Lewis	NAV CANADA
	Greg Down	NAV CANADA
	Tej Dhaliwal	NAV CANADA
	Terry Cruse	NAV CANADA
	Danielle Rehm	Transport Canada
	Heather Pablico	Manager, Airside Operations - YVRAA
	Jennifer Aldcroft	Manager, Environment – YVRAA
	Mary Point	Manager, Indigenous Relations – YVRAA
	Mark Cheng	Supervisor, Noise Abatement & Air Quality – YVRAA
Guests:	Jonathan Bagg	NAV CANADA

1.0 WELCOME AND ADOPTION OF AGENDA

Marion Town welcomed attendees to the online meeting and reviewed the meeting agenda. The following individuals were identified as first-time attendees:

- Peter Whitelaw – City of Richmond (new City staff representative)
- Blair Lewis – NAV CANADA (new YVR Tower Manager)

Marion advised of recent retirements of three Vice Presidents and a company reorganization at Vancouver Airport Authority. Anne Murray (Vice President Airline Business Development & Public Affairs), Don Ehrenholz (Vice President Engineering), and Michele Mawhinney (Vice President People and Sustainability) retired at the end of September 2020. With the recent reorganization, the YVR Climate and Environment Department, which includes the YVR noise management program, now reports directly to the President and CEO, Tamara Vrooman. Tamara will be invited to an upcoming ANMC meeting.

2.0 NAV CANADA VANCOUVER AIRSPACE MODERNIZATION PROJECT UPDATE

Mark Cheng introduced Jonathan Bagg, Director Stakeholder and Industry Relations (NAV CANADA) to provide an update on the Vancouver Airspace Modernization Project (VAMP).

Jonathan advised the project remains a priority for the company, and work is advancing. Current work is focused on the airspace outside the Vancouver area over other airports in the region and as well as assessing airspace classifications. A briefing session will be scheduled with the ANMC in early 2021 to provide further updates.

3.0 UPDATE ON 2020 YTD AIRPORT STATS

Mark presented a summary of operational statistics for the period between January and September 2020, which were compared to the same period in 2019:

- Aircraft and passengers traffic volumes continue to be significantly lower than previous years due to the impacts of COVID-19 on air travel.
- Between January - September 2020, there were approximately 124,000 aircraft movements (runway and non-runway) at YVR, which is a 51% decrease compared to the same time period in 2019.
- The number of passengers also decreased by 69% over the same period.
- The number of night-time (midnight to 6AM) runway movements decreased compared to the same period in 2019.
- Comparing the movements by aircraft type between the 2020 and 2019 periods, the following was observed:
 - 49% decrease in propeller aircraft movements
 - 40% decrease in business jet movements
 - 56% decrease in narrow-body jet aircraft movements
 - 44% decrease in wide-body jet aircraft movements

4.0 YVR WEBSITE – NOISE MANAGEMENT SECTION

Rachel Min-Brown reviewed content on the noise management section of the YVR website (www.yvr.ca/noise) and discussed upcoming work to review and restructure informational materials.

An initiative in the 2019-2023 YVR Noise Management Plan is to review web community tools to enhance information sharing. Last year, work was undertaken to convert information contained in

noise factsheets, that are in a PDF format, into video format to improve user-friendliness. Two videos were created and posted on the website.

As part of planned work for 2021, current information available on the noise management section of YVR website will be reviewed and restructured to optimize and streamline the information.

ANMC members provided the following feedback on the current web materials and structure of the noise management section:

- The link to the YVR WebTrak system is difficult to find on the website. Consider making the link easier to find and more prominent.
- Consider creating a secure web portal for the ANMC members where meeting minutes, reports, and presentation materials can be accessed.
- Consider creating a short summary of noise concern and operational statistics on the website.

Rachel encouraged members to further review the web materials to provide additional feedback.

5.0 BACKGROUND INFORMATION ON NOISE EXPOSURE FORECAST (NEF)

For informational purposes, Mark provided background information on the Noise Exposure Forecast (NEF).

Transport Canada prescribes the NEF as the official metric for airport noise assessment in Canada. The main purpose of the NEF is to assist municipalities with compatible land use planning decisions around aerodromes.

Compatible land use planning is an important component of an aircraft noise management strategy and is identified as one of the four key pillars by International Civil Aviation Organization (ICAO) for a balanced approach to noise management. Other pillars include noise reduction at source, noise abatement operational procedures, and operating restrictions.

NEF contours are created using special software provided by Transport Canada and delineate areas of high noise exposure around the airport. The NEF metric is supported by Transport Canada's compatible land use guidelines contained in *TP1247E – Land Use in the Vicinity of Aerodromes*, which recommends no residential developments in the areas where NEF exceeds 30. Additionally, sound insulation is recommended for some residential developments in the areas exposed to NEF 25-30.

Long-term planning contours are created with future forecasted traffic level and various additional inputs. These contours are then provided to municipalities who are encouraged to incorporate them into their land use plans.

Each province in Canada has different approaches to implementing Transport Canada land use guidelines. In British Columbia, land use planning is delegated to municipalities, and there is no provincial protection in the vicinity of the airport. In comparison, the Province of Alberta has provincial legislation that creates protected areas around Calgary and Edmonton International Airports, and in the Province of Ontario, provincial protection is offered to 23 airports.

In the case of YVR, the City of Richmond developed and adopted an Aircraft Noise Sensitive Development Policy based on the long-term planning NEF contour, representing a near full capacity scenario, provided by the Airport Authority. The policy identifies several development

areas where noise sensitive developments are either prohibited or may be considered, as well as mitigation measures such as sound insulation requirements, notification to buyers, and restrictive covenants.

The House of Commons Standing Committee on Transport, Infrastructure, and Communities (TRAN) completed a review assessing the impact of noise in the vicinity of major airports in Canada and issued a report in March 2019. The report identifies 16 recommendations directed to the Minister of Transport, one of which recommended a review of Canada's NEF metric and model. In response to the recommendation, Transport Canada has indicated to airports their plan to review the NEF metric and model. The scope and timelines for this review have not yet been provided to airports.

As Transport Canada works to review the NEF metric and supporting policies, the Airport Authority will provide input and comments through the Canadian Airports Council and will give regular updates to the ANMC.

6.0 AIRSIDE PAVEMENT PRIORITY PROJECTS

Mark provided updates on airfield pavement priority projects that will advance subject to capital funding approval and additional planning.

The proposed airfield pavement program for 2021 are mostly focused on the north side of the airfield and will not require night-time closure of the south runway. Major projects include rehabilitation and pavement work on the north runway, pavement improvements to Taxiway M, and ground preparation work for Runway End Safety Areas.

The need to close the south runway on selected nights throughout the year to accommodate routine maintenance is still required. The dates for these closures are posted in advance on the YVR website. The closure dates for 2021 are being finalized and will be posted on the YVR website and communicated to the ANMC when available.

7.0 QUARTERLY REPORT SUMMARY

Rachel presented a summary of noise complaints received between January 1 and November 21, 2020. During this period, 2,664 noise concerns associated with YVR aircraft were registered by 101 individuals, largely as a result of a single complainant. Compared to the same period in 2019, this represents a 26% increase in the number of concerns but a 56% decrease in the number of individuals. One individual from Surrey submitted 86% (2,292) of the concerns.

Rachel also acknowledged the winners of the 15th annual YVR Fly Quiet Awards announced at the Chief Pilots Meeting, hosted virtually in September. The winners included: Central Mountain Air (propeller aircraft category); Jazz Aviation (narrow-body jet aircraft category); and All Nippon Airways (wide-body jet aircraft category).

The committee raised issues of a high number of concerns having been received from one individual while all operations cited complied with published procedures. These concerns skew the data and undermine the industry's ongoing efforts to reduce noise impacts. Marion noted that this is a common challenge observed at many airports and that the YVR Noise Office will look at how best to report on concerns from repeat individuals and report back to the Committee at the next ANMC meeting.

8.0 OTHER BUSINESS

a) Noise Monitoring Terminal (NMT) Project Updates

Mark advised the Committee that funding for the capital project to upgrade and expand the NMT network will be known in early 2021. In the meantime, the Airport Authority continues discussions with the system vendor on alternate procurement options. Further updates will be provided at the next ANMC meeting.

b) 2021 Meeting Dates

Rachel advised of the proposed 2021 ANMC meeting dates:

- March 18
- September 16
- December 2

At this time, the meetings are planned to be hosted virtually.

MEETING ADJOURNMENT

Marion thanked members for their attendance and continued contributions throughout the year. The meeting was adjourned at 2:50 PM.

Next Regular ANMC Meeting: March 18, 2021	
Rachel Min-Brown	January 15, 2020
_____ Secretariat Signature	_____ Date